



GLASGOW, MISSOURI, OCT. 1, 1869.

BREAKING GROUND ON THE L. & M. R. R.

A GRAND DEMONSTRATION!

SECOND RAILROAD TO GLASGOW COMMENCED!!!

Speeches by Messrs. Shackelford, Clements and Clark.

The second most brilliant and promising event in the history of Glasgow transpired here last Monday afternoon, when the grand spectacle of commencing the second railway that will connect this city with the great commercial world, and raise her to distinction and honor as a great railway center, took place. Near the appointed hour the streets were alive with people from near and far, wending their way toward the designated spot where the great enterprise was about to be inaugurated that had so long been expected. The Glasgow American Brass Band were present and provided, with their accustomed ability, rich and delightful music to the large assemblage, and added no little to the interest and enthusiasm of the occasion. There were present many of the most influential and wealthy citizens of Howard county, as well as from a distance, and fine carriages and richly caparisoned horses were numerous. The day was propitious, every one seemed in merry mood, and Old Sol himself seemed to smile encouragingly upon the anticipated proceedings. The place selected, whereat the first incision should be made to cut a passage for the iron horse, was in close proximity to the large ice-house of Mr. John Seibel, and near the tobacco manufactory of Judge Fouzal. The first on the programme was several favorite pieces of music from the band. The crowd gathered around and took possession of every available position that afforded ease or conspicuous distance to the spot whence the first shovel-full of ground was to be taken; the roof of the ice-house was soon covered, and we noticed among the number our friend Jim, the reporter for the Journal, who had struck an attitude with front side down, and was diligently amusing himself taking notes upon a sheet of foolscap. At the same time, a tender youth of twenty summers, more or less, was sitting on the grass in the shade of a small boy's leg, hugely enjoying him, self himself in wearing away a lead-pencil which he held in his hand.

A circle was formed with a rope, within which appeared Miss Alice Seebree, daughter of Judge Seebree, of Fayette, who had been selected as the one upon whom should rest the honor of throwing the first earth, and Miss Candace Roper, daughter of Hon. A. W. Roper, who was present as a representative of the M. & M. R. R. Mr. Roper being one of the directors of the latter road. Following we give a synopsis of the speeches delivered by Messrs. Shackelford, Clements and Clark, and regret that we are unable to give them more concise and extended:

MR. SHACKELFORD'S SPEECH.

Mr. Shackelford, in substance, said that we have assembled here to witness the inauguration ceremonies of the Louisiana & Missouri River Railroad, which, without doubt, would end in the early completion of the road. They had seen dark days, had seen the time when it would not have been safe to have made known what dark clouds were hanging over them, but now the clouds had passed away and the bright sun of success shined upon us. He could now speak of an assured fact in stating that the road would be speedily constructed, which he could not do before, but now the success of the road was certain. We must yet be prepared to make sacrifices, if necessary, in order that our town may be made the central railroad city that shall link the Union together. We must expect to submit to disappointments and have no grumble because taxes are high, but do not deceive yourselves, for you will reap the full benefit of every dollar so expended. He was glad to say that our country court had anticipated the interest accruing on the bonds, and were now collecting it. Old Howard would pay her debts. Many may blame, but

every man will feel proud when the debt is paid. He felt flattered that it was his privilege to announce that the importance of the road was such that capitalists rival each other to get possession of the road. At first we were obliged to go to the capitalists, now they came to us; while at first we sought them, they now seek us, because they see the importance of the road, which runs through the central and richest portion of the state. It was therefore not strange that this road should receive the attention of moneyed men. This part of the road was now turned over to the contractors Messrs. Forbes, Hays & Levitt, who have undertaken the contract in good faith and who have the will and ability to put it through. It gave him pleasure to announce Miss Alice Seebree, as the lady who was to have the honor of throwing the first dirt. He considered the compliment one that was merited. Her father, Judge Seebree, one of the directors had stood by the road in its most discouraging hour, and labored to push the road onward until his efforts were crowned with success. Miss Seebree would, in future years look back with pride and pleasure upon what her father had done and the part she would perform there that day.

Mayor Clements, of the Macon Journal, was introduced by Mr. Shackelford, and the following is, in substance,

MAJOR CLEMENTS' SPEECH.

Fellow citizens—ladies and gentlemen: You can probably imagine the diffidence of one so young as myself in following a speaker whose head is silvered with years, and has lived among you a long time, honored and respected. He spoke for the contractors, Messrs. Forbes, Hays and Levitt, and if he should make a failure it should be charged to them. When God created heaven and earth he said let there be light, and there was light. To man was given a mission. Man forgot the mission and proclaimed himself equal with God, and was driven forth to earn his bread by the sweat of his brow. By this sin we all fell, but God did not deprive man of the means to work out his own happiness. In his efforts to regain the lost blessings, we have the printing press, the great lever that moves the world, and in its trail followed the steam engine, whose victory was celebrated 100 years ago. Upon his first visit to Glasgow he was reminded of a joke: A Gentleman traveling came to the forks of two roads, where he met a boy of whom he inquired the road to Noshov. The boy answered that if he took the right hand road, before he got half way he'd wish to God he had taken the left hand, and if he took the left hand road before he got half way he'd wish to God he'd taken the right hand road. But when he reached Glasgow he was finished, had roads will be done away with, and we will be thankful for the magnificent palace cars which we do not now appreciate. A few years ago in the little State of Pike, for Pike was near a State then a county. The L. & M. R. R. was first proposed through the columns of the Louisiana Journal, by the editor of that paper, and he told the people they were standing on their own light. With such men as Major Lewis, Shackelford, Campbell, and Forbes, Hays and Levitt, our railroads were bound to succeed. We had passed through a terrible war of five years, some under the starry banner of our fathers and some under the misguided stars and bars of the Southern Confederacy, but now we were again one, to labor for the interests of our common country and be a happy and united people. When God found man had sinned, he said "the seed of the woman should bruise the serpent's head." Since then no good undertaking had been accomplished without the assistance of woman—her prayers and encouragements. Therefore it was meet that a lady should be selected to throw the first shovel of earth on the road, and Miss Alice Seebree was the one selected to have the honor, to whom the speaker had the pleasure of presenting the shovel for that purpose.

While the band played a favorite air, Miss Seebree stepped forward, with shovel in hand, and commenced the grading by throwing the first shovel-full of earth on the L. & M. R. R., when Mr. T. Shackelford announced a

SPEECH FROM GEN. JOHN B. CLARK, JR.

The substance of Gen. Clark's remarks were about as follows: He did not know of any occasion in all his public life that he had passed more pleasantly than that of today. He came to Howard county fifty-one years ago. The first entertainment he received in the country was from a citizen of Glasgow. This day we meet to celebrate the event of uniting a railway to connect the Atlantic ocean with the riches of India. Some allusion had been made to the past by his friend who had preceded him. That

day was now beneath us. We are a proud people, a great people, and should be united and happy. None had done more for the road than Mr. Shackelford and the directory, and he spoke advisedly when he said arrangements are now being made that, when consummated, as they certainly will be, will insure the means whereby iron and rolling stock will be obtained, and all that remained to be done is build the road. Ought we not to glory and feel proud? We have been in the background; have attended to our own business too closely, and have not attended to other people's, and have let them get the start. But the time had come to do differently, and the city of Glasgow—he had forgotten exactly how old she was—will prosper and grow to be a great commercial city. He had been the first clerk of Howard county. He was here today to represent Fayette who had willingly contributed her portion in aid of the road. In about twelve months time these young ladies could go to Mexico, after supper, and return before bed time. We will then be united with the whole world. I beg of you to treat the contractors kindly; give them all the assistance in your power; have confidence in them, for they are gentlemen worthy of your confidence. He did not want to make a long speech, but merely one of congratulation. He congratulated all classes upon the bright future. Today we meet to commence the work that shall bring glory to the country—particularly to Howard county and Glasgow.

Major Clements introduced Master Tommy Lewis and Miss Fannie Walker, the young lady and gentleman who shovelled the first earth on the M. & M. Railroad, who each threw a shovel of earth, emblematical of the unity of purpose pervading the two railroad companies. The shovel used by Master T. and Miss W. on the occasion was the same they had used on the L. & M. road, and had been richly embellished, by Wicks and Cawthorn, at the instance of the contractor, M. C. Crossan.

Mr. J. D. Keebaugh made a few remarks, in the course of which he said that much had been said to create a jealousy between the two roads, but without effect. The two roads were most harmoniously linked together in interests. Mr. Keebaugh proposed three cheers for the L. & M. R. Railroad. Mr. Clements proposed three cheers for the Glasgow American Brass Band, and also proposed three cheers for the M. & M. R. Railroad. Which were all given most heartily.

References of the liquid kind were furnished in abundance by the company, and many came away full of glory, feeling "just as happy as a big sunflower" or like a locomotive.

Fate of Sir John Franklin Definitely Ascertained.

NORWICH, CONN., September 26.—The whaling schooner Cornelia, Capt. Baker, has arrived at New London, Cumberland Inlet. She brings as passengers three men belonging to Dr. C. F. Hall's Expedition in search of Sir John Franklin. Dr. Hall is a passenger on board the ship Ansel Gibbs, for New Bedford. He has a number of articles belonging to Sir John Franklin, including some spoons and a chronometer box. He was also successful in finding the skeleton's bones. Skeletons and other relics were found at King William's Land. The Cornelia brought an anchor found at the extreme north, marked (E S—1776) which is supposed to belong to the first explorers. Dr. Hall found a native who claimed to know all about the party; he says the ship was stove in and the crew took their boats and went ashore when their provisions were exhausted, and they did of starvation. Ice and snow prevented Dr. Hall from making full explorations. He will return next December and still further prosecute his search. The Ansel Gibbs will arrive at New Bedford in a day or two.

New Bedford, Mass., September 26.—Dr. C. F. Hall, the distinguished Arctic explorer, with Eberburg and Tookolita, two Esquimaux, and their three daughters, arrived at this port today in the ship Ansel Gibbs, from Repulse Bay, August 22d. Dr. Hall brings, as among the results of his five years residence in the Arctic regions, the most interesting intelligence in regard to the death of Sir John Franklin and his companions and conclusive proof that none of them ever reached Montreal island.

He saw the natives who were the last to look upon Crozier and his party. The Doctor also brings with him the remains of a young man who belonged to that ill-fated band of explorers, and also various relics of the expedition. He has prepared a report, addressed to his friend, Henry Grinnell, of New York, which will soon be given to the public through the press.

Dr. Hall is by no means tired of exploration, and proposes next spring to start anew, and push his journeying to the North Pole. He regards his experiences of the last ten years as invaluable to him, a preparation and aid in the future. In the report alluded to he says: "Whenever I found that Sir John Franklin's companions had died I erected a monument, fired a

salute and waved the Star, Spangled Banner over them, in memory of the Northwest passage."

The Gold Battle.

The New York Sun throws additional light upon the great fight among the gamblers. The bears began the fight, and they consisted largely of heavy importers, who have been speculating in gold more or less ever since the war. The first succeeded in forcing down the market a little, but the Fisk-Gould party, either have made previous arrangements by locking up gold, or by more thorough understanding and agreement to take everything offered, presently turned the scale and forced up prices until the weaker betters on the other side began to run over to them for protection. Then, having the game all their own way, they forced up the price to 1,600 and drove the bears to a compromise for about twelve millions of their indebtedness. But the heavy importing interest still held out, and had been employing Secretary Boutwell to help them out of the mud, and at length he did so. The announcement that he would sell four millions worth down the price, relieved the gambling importers, and caused the bull party it is said, to lose about twenty millions. If these are the facts, we should like to know what claim either party had on the Secretary for protection? We are not surprised that his interference causes severe criticism from the losers, and from some others as well.—[Democrat.]

Who Has Governed Missouri.

The following are the names of the gentlemen who have been elected as Governors of Missouri since the date of her admission into the Union:

Alexander McNair.....	1820-1824
Frederick Bates.....	1824-1826
John Miller.....	1826-1832
Daniel Dunklin.....	1832-1836
Thomas Reynolds.....	1836-1844
John C. Edwards.....	1844-1848
Austin A. King.....	1848-1853
Sterling A. Price.....	1853-1857
Trustin Polk.....	1857-1857
H. Jackson, (acting).....	1857-1857
R. M. Stewart.....	1857-1861
H. R. Gamble.....	1861-1864
Thomas C. Fletcher.....	1864-1869
Joseph W. McClurg.....	1869.....

The Bazon, J. West Goodwin's paper at Sedalia, is now published daily.

The Christian convention at Sedalia is to be held on the 31st 6th and 7th days of October.

The St. Joseph Gazette appeared in a new dress on Saturday last, and presents a creditable appearance.

The new Pacific house at St. Joseph has now reached the fourth story, and the wood-work of the building is rapidly approaching completion.

The oldest settler of Schuyler county is at last discovered to be Charles Cook, an Englishman, who has resided there in one place since 26th of June, 1836, and has raised a family of seven sons and seven daughters.

HERE is Senator Matt Carpenter's last conundrum: "Q. Why don't the devil learn to skate?" "A. Where is hell is he to find the ice?"

WEDDINGS.—A crystal wedding—Marrying a "glass eye." A silver wedding—Marrying an old maid of sixty. An iron wedding—Marrying a blacksmith. A wooden wedding—Marrying a blockhead. A golden wedding—Marrying for money. A plain wedding—Marrying a carpenter. A paper wedding—Marrying an editor. A tin wedding—Marrying a milkmaid.

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